

# REPORT



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FALL 1991

## BUREAU NAMED NEW AVIATION RESOURCE CENTER



The FAA recently named the Bureau of Aeronautics one of three Aviation Education Resource Centers in the Rocky Mountain North-west Region.

The Bureau will act as the focal point for educators and anyone else in the state, who is interested in acquiring resources to conduct courses of study related to aviation and aerospace.

In a dedication ceremony at the statehouse, Governor Andrus noted that this partnership between federal and state agencies was an excellent example of how joint efforts may result in programs that will benefit Idaho students.

See page 2



*Gladys Buroker shows two of the many classic and historic aircraft she has flown. See story on page 4.*

## SCOPING PROCESS COMPLETE FOR AIR FORCE BOMBING RANGE

The proposed bombing range in southwest Idaho has completed the scoping process of public input to the environmental impact analysis process. The next steps in the process will be a draft environmental impact statement due September, 1991, with a public comment period in October-November, 1991.

What does this mean to the flying public? The proposal does not change the current boundaries of the existing military operating areas (MOA). The upper limits of all the existing MOAs

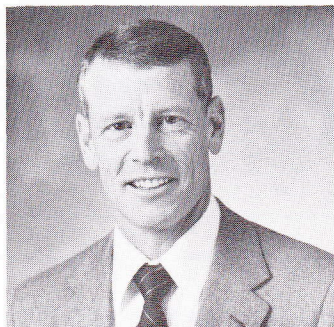
will be leveled off at 18,000 MSL and several areas will be combined. Civilian aircraft can operate VFR in a MOA (must be alert for military aircraft) and IFR when it is inactive.

If you wish to make written comments on the proposal or obtain a copy of the draft EIS, contact:

Lt. Col. Tom Bartol  
AFRCE-BMS/DEV  
Bldg 520, Room 131  
Norton, AFB, CA 92409-6448  
or Telefax (714) 382-7762



# CHIEF'S BRIEF



Bill Miller

## Cascade Reservoir Airstrip

A three-year effort by the Bureau of Aeronautics and Idaho aviators to regain operation of the Cascade Reservoir airfield is nearing fruition. The Bureau of Reclamation's management plan for the area lists the airport as a preferred recreation site; informal discussions with the Fish and Wildlife Service are positive, and conceptual agreement between the airfield tenant and Reclamation have been reached.

As we go to press, a formal agreement is all that remains to assure reactivation of the Cascade Reservoir Airfield.

## Idaho Aviation Hall of Fame

Idaho may soon follow the lead of other states like

Illinois and Wisconsin that recognize key pioneers and others who contributed to the state's aviation progress. Meetings hosted by the Bureau of Aeronautics led an Idaho aviation history group to incorporate as the IDAHO AVIATION HALL OF FAME.

The initial goal is to establish a method of selecting and publicizing individuals who were key to Idaho's aviation progress. An additional emphasis of this new group will be historic preservation of Idaho aviation artifacts.

This important effort has just begun. There is a lot of work left to do, and volunteers are needed to make sure the goals are met. If you want to help preserve Idaho's aviation history, contact the Bureau of Aeronautics today.

## RESOURCE CENTER

From page 2

The resource center will be stocked with written and video materials designed to enhance and encourage learning about our aviation history, and to stir student interest in the challenges of future developments in aerospace.

Please help us get the word out to the schools in your area regarding the opportunities this resource center offers. If you are involved in or know someone who is conducting an aviation education course for young people, ask them to get in touch with us to find out about the materials we have in our new Aviation Education Resource Center.

# CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
<b>September</b>			
20-23	Ultra Light Fly-In	Alvord Desert	Rob Allen 345-7282
28	Landmark Airport Work Party	344-1600	Jerry Terlisner 344-1600
<b>October</b>			
2	FAA Brown Bag Lunch		John Goostrey 334-1238
3	EAA Chapter 103 Meeting		Bill Clark 454-5705
12	Flying Farmers Fourth Annual Idaho Potato Feed		John Newport 335-2287
12	99's Hangar Dance	Boise Air	Mary Christofferson 342-0574
13-15	NAAA Board Meeting	Denver, CO	Max Gibson 785-2727
16	EAA Chapter 837 Meeting		Bob Leder 452-3414
<b>November</b>			
4-7	PNW Ag Assoc. Meeting		Jay Morris 365-4598
6	FAA Brown Bag Lunch		John Goostrey 334-1238
<b>December</b>			
4	FAA Brown Bag Lunch		John Goostrey 334-1238
7	Flying Farmers Christmas Party		Gilbert Breeding 226-5070
9-12	NAAA National Convention		Ralph Stout 743-8408

## ARE YOU MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 30¢. Returning charts and directories cost us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

Name (Please Print)
New Address
New Phone Number

## Idaho Transportation Department

Governor CECIL D. ANDRUS  
Director KERMIT KIEBERT  
Chief of Aeronautics WILLIAM MILLER

Aeronautics Advisory Board  
Chairman H.P. HILL  
Member WILLIAM PARISH  
Member HARRY MERRICK

Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705  
(208) 334-8775



## INTEREST IS THERE FOR A REVOLVING LOAN PROGRAM

There is a good deal of interest by airport personnel and top-level transportation leaders in establishing an airport loan program. Low-interest loans could be used for airport improvement projects, for matching federal grants, and for some projects ineligible for state and federal grants. Several states now have loan programs to help improve their airports.

The Bureau has determined that approximately \$6 million worth of airport loans would be used over the next five years if Idaho had a program. Legislation would be necessary to establish the initial fund for a revolving loan account. The Idaho Transportation Board will soon decide whether to recommend the necessary legislation. Meanwhile, we will keep you posted on the loan program proposal.

## VOLUNTEERS ARE ADOPTING STATE'S AIRFIELDS

Under a new program eleven of the Bureau's state airfields have been adopted: New Meadows, Magee, Magic Reservoir, Warm Springs, Bruce Meadows, Smith Prairie, Big Creek, Pine, Henry's Lake, Garden Valley, and Big Southern Butte. This program, announced last fall, allows volunteers or groups to assume certain airport upkeep and improvement tasks; the Bureau supplies tools, know-how, materials, and equipment.

The program's success is due to the selfless spirit of Idaho aviators, and to the tireless enthusiasm of Dennis Loosli, Airport Maintenance Supervisor. Dennis has negotiated adoption agreements with such organizations as the Idaho 99's; Ponderosa Aero Club; Civil Air Patrol; Chapters 103 and 407 of the EAA; Eastern Idaho, Panhandle, and Treasure Valley Chapters of the Idaho Aviation Association; and the community of New Meadows.

The benefits of the program have been dramatic. The Bruce Meadows fence project by the Civil Air Patrol has saved the bureau's crew at least two weeks' work. Volunteer help saved us another week's work at Magic Reservoir. These are just a few of many examples which have reduced our need to hire summer workers. The program has thus produced direct dollar savings for Idaho aviation users.

The entire Bureau staff says thanks to all of you who have helped through the adopt-an-airport program and on other volunteer projects.

If you or your group would like the satisfaction that comes from improving our state airport system, we can use your help. Contact the Bureau today.

## BOISE AFSS IS NOW IN FULL SWING

Boise AFSS is now in full swing. We encourage you to contact us if you are having a problem with using the tibs recordings. The supervisor in operations may be contacted directly at (208) 334-9770.

A local Boise area recording is available from five until ten each morning. If you would like to see any changes in the route recordings, or additional routes added, please give us a call.

Boise radio now answers your calls on Donnelly, Dubois, Malad, Pocatello, Salmon, and Twin Falls VORs, as well as the Sun Valley and Gooding 122.4 outlets. New radio outlets will be installed throughout all of southern Idaho in the near future to expand our coverage.

We hope to have more "Operation Takeoff" seminars starting in September to inform you of our services and give you a tour of our facilities.

## AIRPORT DIRECTORY CHANGES

The following airports have been transferred from the Missoula and Burley Flight Service Stations to the Boise Automated Flight Service Station:

Please make the appropriate changes on the individual airport directory sheets.

Moose Creek USFS  
Shearer USFS  
Fish Lake USFS

Twin Falls - Sun Valley  
Regional  
Friedman Memorial  
(Hailey)  
Gooding Municipal  
Magic Reservoir  
Camas County (Fairfield)  
Jerome County  
Buhl Municipal  
Murphy Hot Springs

## MOUNTAIN FLYING TIPS

**Know your aircraft.** Don't take an aircraft into backcountry airstrips if it isn't capable of taking off or landing in a minimum distance.

When flying in the backcountry, keep your aircraft as light as possible. Don't carry one pound of needless weight.

Know your planned destination airport. Know the altitude, length and conditions at the airport. Many airstrips have one way approaches with no go-around if you overshoot. If possible, check with an experienced mountain pilot before you go into an airstrip you aren't familiar with.

Check your weather and stay out of doubtful or bad weather. Remember, weather can change unexpectedly and rapidly in the mountains.

Make your flights early in the morning, when the air is usually the smoothest. As a rule, the air begins to deteriorate around 10:00 a.m., grows steadily worse until about 4:00 p.m., then gradually improves until dark.

Stay out of the mountains if the wind is over 25 knots.

Route your trip over valleys whenever possible. Watch your compass headings and don't get lost.

**CAUTION!** Traffic pattern terrain clearance is not standard at many mountain airports.



## CALDWELL'S APPRECIATION DAY IS SET

Pilots and other aviation buffs can enjoy a day of hospitality on October 12 at the Caldwell Airport Appreciation Day. Fly-in guests can engage in spot landing, flour bombing, balloon pop, and other fun events. A fly-in breakfast begins the all-day affair which will host aviation vendors and speakers, lots of hangar flying, and a chance to inspect the recently reconstructed facilities. Other fun events are now being planned. More information will be sent out later; for further details contact Paul Collins at 1-800-253-6652.

## ARTICLES INVITED

If you have something in mind that would promote flying safety, airports, public interest in aviation, or would be otherwise important to furthering aviation, turn it into an article.

Limit it to one column, word it concisely, then send it in. Good quality black and white photos, if appropriate, always help.

We'll exercise a little editorial license and try to include it in our next edition.

## GLADYS BUROKER HAS FLOWN PLANES FOR SEVEN DECADES

The Gladys Buroker story can't be completely told in just a few lines, or even in several pages. However, the following recap of some of the events in her life in aviation may give you an idea of this remarkable lady's contribution to our aviation heritage.

Gladys was born and raised in Washington, north of Seattle. She recalls that her first encounter with flying machines occurred when, after seeing a barnstormer land on a road near town, she rode her pony over to get a closer look.

Upon finding out that a ride in the airplane would cost \$2, she became determined to find a way to make it happen. After graduation from high school at age 17, she got a job for \$2 a week, then used the money to take her first ride in an airplane. From that point on she was hooked.

On her own at the tender age of 17, Gladys acquired a level of independence that would serve her well as she pursued her career in aviation.

She got a job pumping gas in a service station, working for someone who recognized and encouraged her to go for the golden ring. That help sustained her motivation and led to beginning flying lessons at Tulip Field Airport.

She found out that lessons would cost \$20 per hour, and negotiated with an instructor to take lessons 15 minutes at a time. The flight profile would be instruction for her at first, then the instructor would practice aerobatics for the remainder of the flight.

Gladys relates having some trouble with airsickness at first, but after about three or four flights, she had adjusted to the new environment and began to enjoy the loops and spins the aircraft was performing.

By 1932, Gladys was a fully qualified private pilot and on her way to establishing a reputation for her ability and willingness to learn more about the world of aviation.

She tells the story of her first cross-country flight, a trip from Bellingham to Boeing Field in Seattle to pick up some equipment. Imagine yourself flying beyond five miles from the home airport for the first time in an aircraft with no radios, no navigation equipment, and maps that weren't very well suited to air travel.

Despite what might be considered inadequate resources in this day and age, she got to Boeing Field, picked up the equipment, bought eight gallons of gas for \$1, and returned home. An uneventful trip looking back, but exciting at the moment.

By 1934, Gladys was well into her flying career. She became interested in the possibilities of barnstorming, and subsequently contracted with Jim Galvin to make 25 parachute jumps for him as part of his troupe.

The fact that she had never made a jump didn't stop her from trying. After injuring a leg on the seventeenth jump, she left the act to recuperate, then was talked out of returning by her boyfriend. This change eventually led to her continued barnstorming career as a wing walker.

In 1937, Gladys married Herb Buroker, and the two of them embarked on a long love affair with aviation and each other until Herb's death in 1973. Their route took them from Olympia, to Pasco, and finally to the Coeur d'Alene area in 1942. Gladys remembers flying out of Week's Field in Coeur d'Alene, now the site of the fairgrounds. She is probably the only person who has ever taxied an Ercoupe from that location, down Apple Way and through the downtown area to the park next to where the Coeur d'Alene resort now stands.

This story could go on to highlight much more of Gladys' endeavors. She has stories to tell about learning to fly hot air balloons and gliders as well. She has flown aircraft that most of us only dream about. Fokker's and Tri-motors and Tiger Moths are but a few.

In 1989, she was inducted into Seattle's Museum of Flight Hall of Fame, and was selected as the FAA Northwest Region CFI of the year for 1990.

Gladys Buroker represents that indomitable will that sparks all of us who fly. She has been and continues to be, a vital part of aviation in Idaho. If you have an opportunity to fly into Silverwood Airport, take the time to visit with this phenomenal person. You will be enriched for having done so.





*Clear skies were the rule for the Kalispell 1991 Fly-in.*

## JACKPOT OR BUST? POSSIBLE SAFE PILOT PROGRAM PLANNED

Now is the time for all good aviators to let us know if you can attend a statewide conclave in Jackpot next year, to honor safe pilots and to celebrate flying in general.

The informal polls we've conducted to date, lead us to believe there is a good deal of interest in this proposal. We have gathered the following cost information from the marketing office at Cactus Pete's:

- Rooms are available in the new Tower at \$59 double occupancy.
- Rooms are available in the Horseshu at \$44 double occupancy.
- A Sunday brunch for the group would run about \$10 each.
- Depending on the featured act, a Saturday evening show could range from \$12 on up.
- If enough people are interested, a golf tourney could be held either Saturday or Sunday.

In order for us to get underway with the pre-planning necessary to stage a successful convention, we need some indication of your preferences.

The questionnaire included with this newsletter will give you a chance to tell us what kind of event and activities you'd like to have associated with the Safe Pilot Program.

Please take the time to fill it out and send it back to us. We promise to take time to read and react to the preference of the majority.

## A GREAT TIME IN BIG SKY COUNTRY

Aviators, friends and family gathered in Kalispell on July 5-7, to hone their flying skills and enjoy some of the best hospitality to be found in this part of the country.

This year's annual event featured guest speaking appearances by FAA Administrator James Busey and former administrator Don Engen. Sparky Imeson also was one of the headliners and drew a large crowd for his mountain flying lecture.

The participants in this fifth year of the annual event were treated kindly by the weather gods. Clear skies and mild temperatures allowed the flyers to get their flight instruction with no interference, and the non-flyers were able to take part in the various activities offered in the Kalispell area.

The FAA controllers who worked the daily flying activities did an excellent job of controlling aircraft on the ground and in the air. The aviators did their part by keeping heads up so that no close calls occurred during the three days of intensive flying activity.

Finally, the community of Kalispell deserves everyone's appreciation for supporting this fly-in with 100% commitment. Everyone seemed to be interested in making each visitor feel at home in this beautiful part of America, and made us all look forward to coming back next year.



# DISCOVER MAGEE AIRSTrip – NORTH IDAHO'S UNDISCOVERED TREASURE

One of the most overlooked recreational airports in Idaho is located approximately 25 miles east of Coeur d'Alene.

The Magee Airport was constructed by the Army Corps of Engineers during World War II. The forest service took over the airport operation after the war. It served as a fire fighting base until 1978.

The State of Idaho obtained a special use permit to operate the airport in 1980. The airport was reconstructed to its present 2,450' X 150' dimensions.

Last summer a group of volunteer pilots and the Bureau of Aeronautics constructed a campground on the west side of the airport. Charcoal grills, fire pits, and picnic tables were installed. An outdoor toilet is scheduled for installation late this summer.

Magee offers an excellent opportunity to pilots who want to visit this scenic part of the Panhandle National Forest. The area is very rich in early logging and mining history.

Wildlife is abundant, with white tail deer, elk, beaver, and forest grouse. Native cutthroat trout inhabit both of the streams adjacent to the airport (catch and release fishing only).

There is a rather unique forest service administrative site adjacent to the airport. It consists of several log buildings and has been placed on the national historic register.

There is also an old Youth Conservation Corp site located on the southwest end of the airport. The site is now operated by the Coeur d'Alene school district and provides school children an opportunity to learn about wilderness and nature.

The forest service provides a caretaker during the summer to maintain the administrative site and the airport.

For some unknown reason, Magee seems to be bypassed when aviators take to the backcountry. Most of them head for places like Cavanuagh Bay, Moose Creek, Big Creek, Chamberlain Basin or Johnson Creek. It may be that the shorter runway and lack of the more sophisticated type of camping facilities discourages a lot of recreational use.

The airport has a turf surface which is in good condition most of the time. The north end is subject to early spring flood damage, which is usually repaired by early summer. The grass is mowed on a regular basis. Remaining facilities consist of boundary markers, windsock and segmented circle, and tiedowns.

Like many other backcountry airports, normal practice is to land upstream on Runway 18 and depart downstream on Runway 36.

Magee is highly recommended for those pilots who don't mind a "primitive" camping experience and want to visit a truly unique scenic area.

## FAA FACILITY ACTIONS

Location	Facility	Remarks	Effective
Lewiston	REIL Runway 08	Scheduled Commissioning	10-91
Ontario	REIL Runway 32	Scheduled Commissioning	10-91
Rexburg	REIL Runway 35	Scheduled Commissioning	10-91
Twin Falls	REIL Runway 07	Scheduled Commissioning	10-91

## NEW IDAHO PILOTS

Name	Rating	CFI
Richard McWhite	Private	Craig Nichols
Sherman R. Olson	Private	Craig Nichols
Brett Mix	Private	Craig Nichols
Kermit Bunde	Private	Craig Nichols

Idaho Bureau of Aeronautics  
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(ADDRESS CORRECTION REQUESTED)

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